

FITTING INSTRUCTION FOR REAR BRAKE CONVERSION KIT HUC004



Ensure you are wearing eye and hand protection when conducting any potentially dangerous parts of this operation.

If it is not your vehicle, make sure you drive it before, so you can compare it to the vehicle following the conversion.

Raise the vehicle up and support safely.

Remove the rear wheels.

Clamp the flexible brake hoses to minimise fluid loss.

DISSASSEMBLY

Remove the original brake drum and brake shoes.

Disconnect the solid brake line from the back of the wheel cylinder.

Carefully remove the ABS sensor and place it out of way.



Remove the handbrake retaining clip and cable.

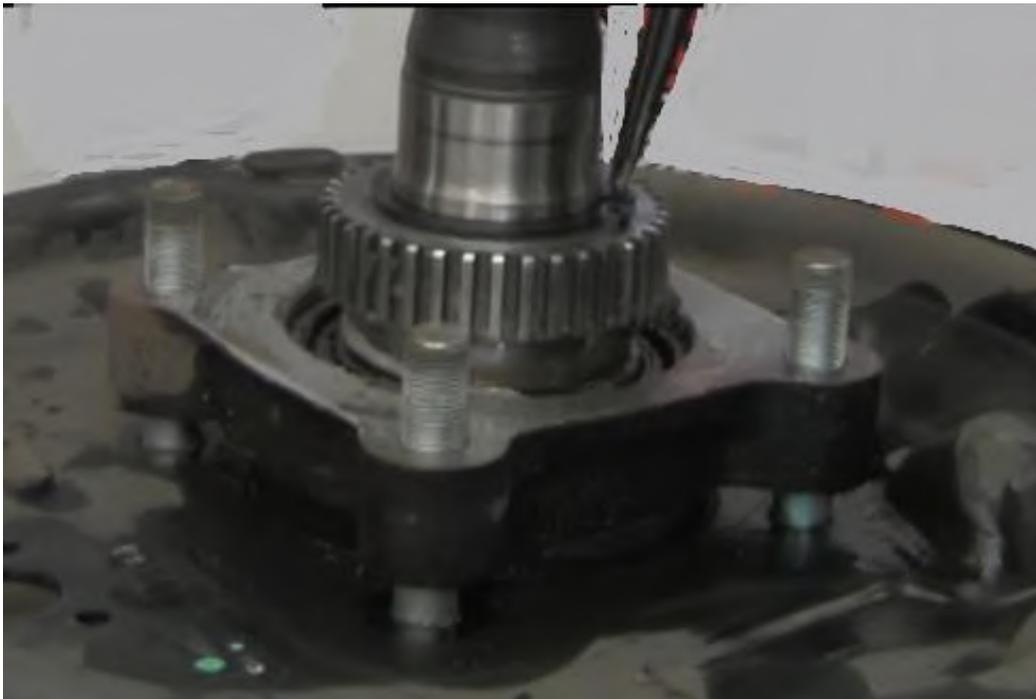
Remove the four axle flange mounting nuts.



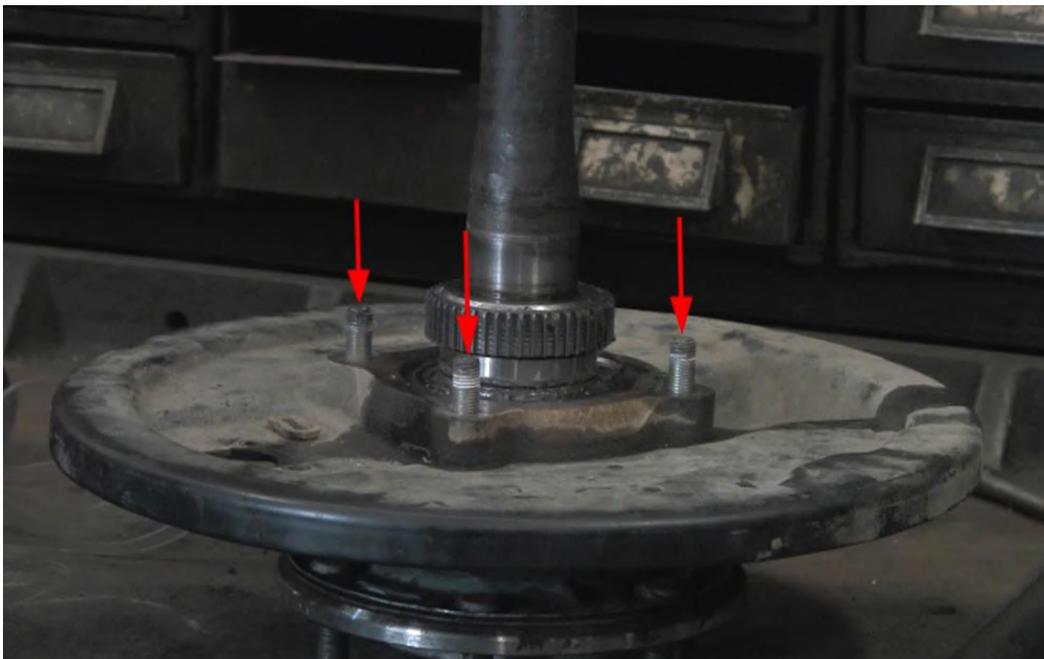
Remove the axle from the vehicle.



Remove the circlip, holding the tone wheel.



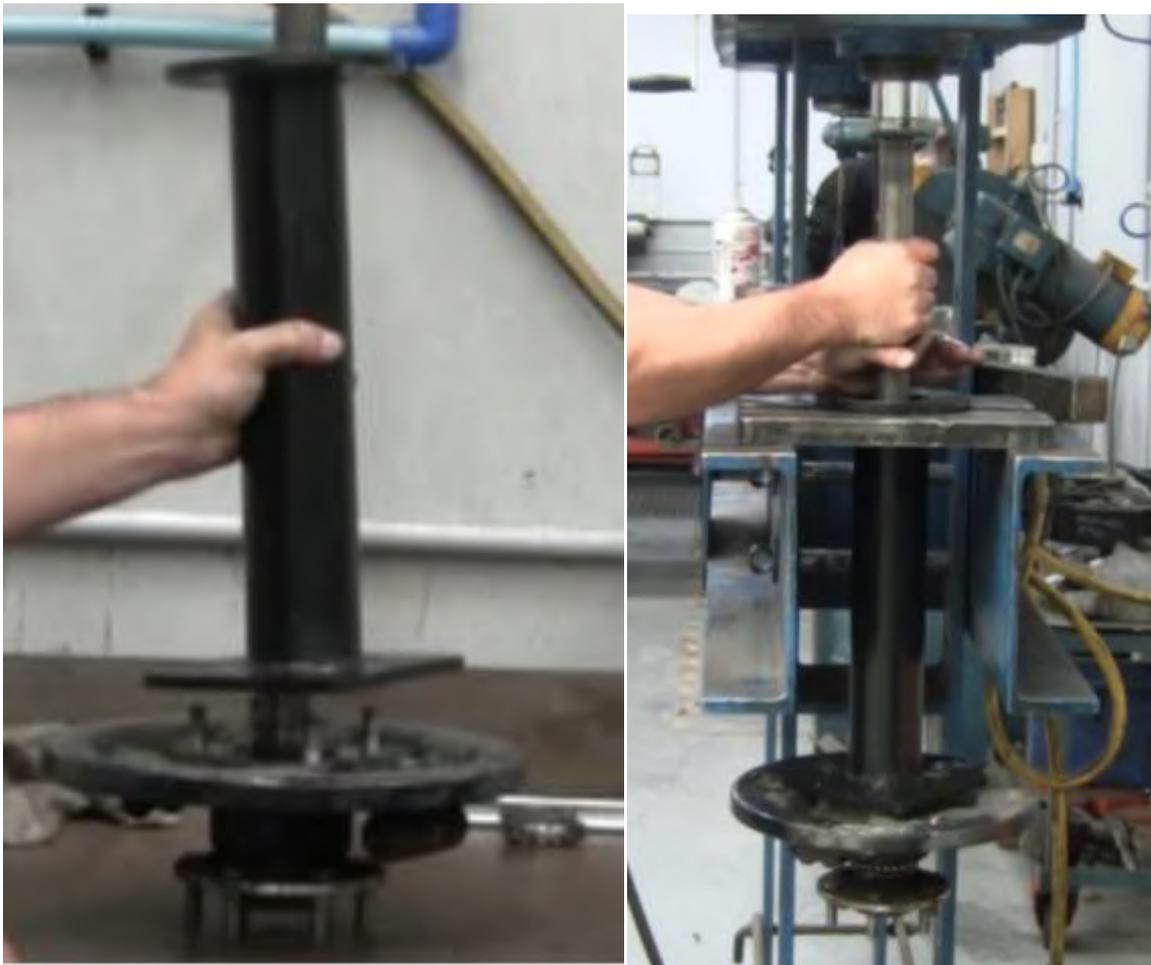
Knock out the four studs from the axle bearing housing.



Press off the tone wheel taking care not to damage it.

Note the orientation of the old tone wheel before removing.

Press off the bearing outer race, backing plate and housing using a universal axle bearing puller.



Completely strip the axle.



Assembly

Remove the handbrake assembly from the backing plate, noting how it is assembled.

Place the outer bearing race into the hub and carefully fit the new supplied outer seal.

Press the new longer studs into place locking the assembly.



Place the inner bearing race onto the bearing housing and then the completed assembly onto the axle. Use the press to complete the operations.



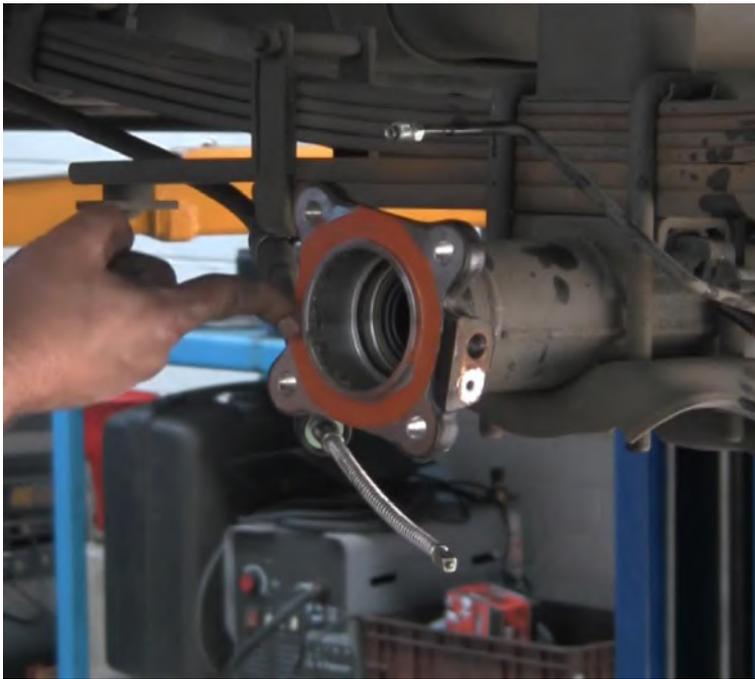
Press the supplied ABS tone ring into place with the same orientation as the original.



Reinstall the washer and circlip.

Replace the supplied inner seal if required.

Coat the axle face with a sealer prior to installing the axle.



If any oil has leaked from the axle while disassembled, top up the diff oil now.

Place the caliper bracket #17 onto the studs ensuring they are on the correct side of the vehicle.



Place the brake hose bracket #4 onto the stud ensuring they are on the correct side of the vehicle.



Apply LOCTITE (NO.271) or similar to the threads.

Refit the ABS sensor into the housing, making sure the area is clean.



Refit handbrake assembly and handbrake cable onto the backing plate. #9 & #22



Refit the brake line to the new mount. #15



Before fitting the new brake rotor, make sure the axle face is clean.



Fit the new brake rotor

Unpack the new caliper being careful to use the correct side.

Remove the carrier from the caliper and bolt it to the bracket. #5

Using the shims supplied #10 to make sure the bracket housing is central to the rotor.

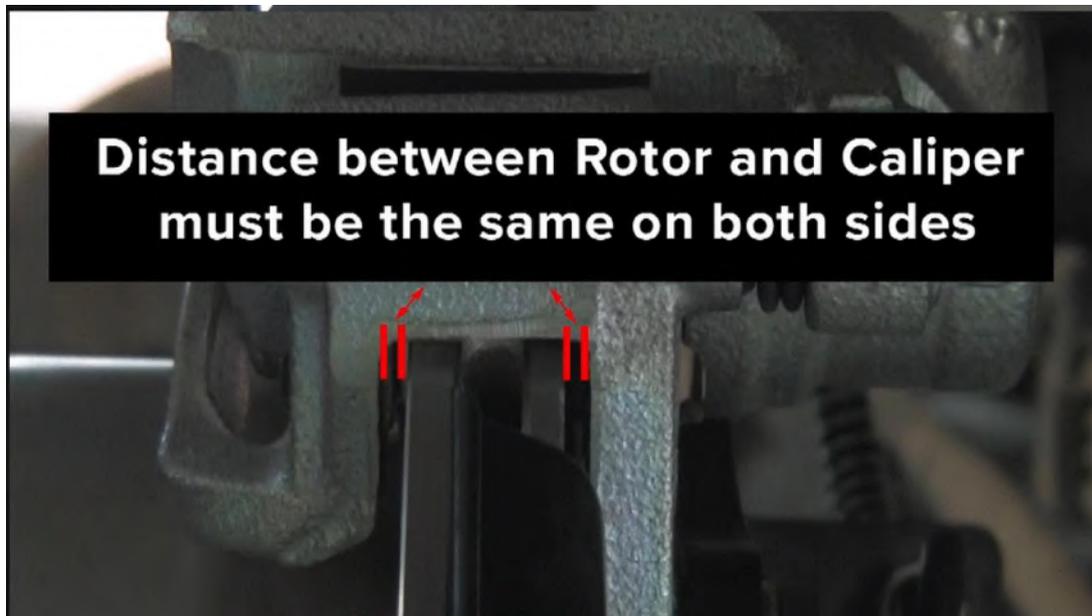


In the below image:

If the gap is smaller on the right place the shims between the bracket and the housing.

If the gap is smaller on the left, place the shims between the bracket and the carrier.

Also check that the distance is the same on the other side of the carrier.



Apply LOCTITE and tighten cradle mounting bolts and recheck alignment.

Fit the brake pads, using supplied lubricant on any pad to metal surfaces only.

Fit the new caliper to the brake hose, ensuring it is not twisted when assembled. #2



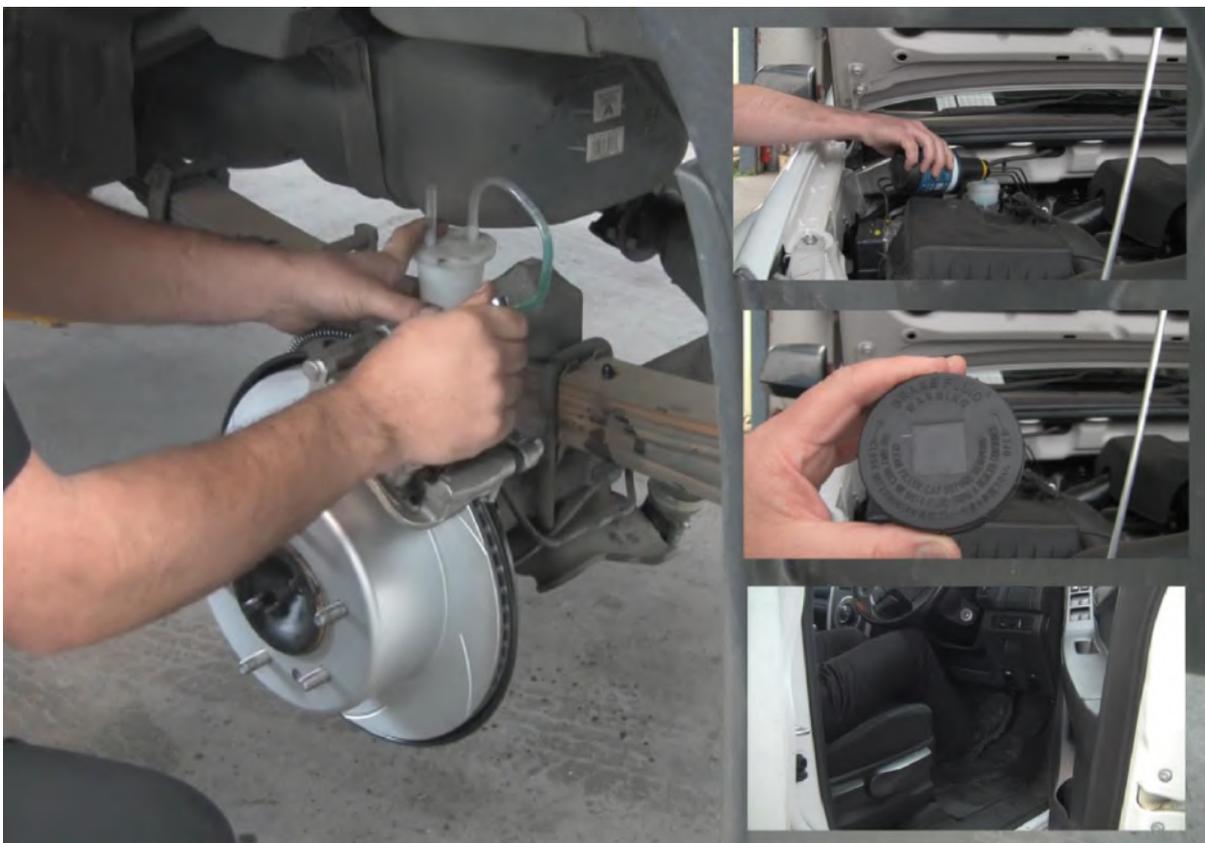
Bolt the caliper into the cradle with retaining bolts and tighten.



Recheck all bolts are to the correct torque.

Remove clamps from flexible brake hose.

Bleed the brakes to remove the air from the system, making sure you top up the reservoir as you go and use the correct Dot rated fluid.



Adjust the handbrake shoes to the required tension via the access port in the backing plate. #20



Check the handbrake operation from inside the vehicle.

Do a final check of the mounting bolts and replace the wheels.

Lower the vehicle to the ground and recheck the wheel nuts.

Road test the vehicle, to bed in the new rear pads and check the handbrake operation while listening for any unexpected noises or vibrations.